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PRESIDENT NEWMAN TESTIFIES. PRESIDENT NEWMAN TESTIFIES.

President Newman explained in detail the arrangements by which the three railroads occupy the tunnel and yards. The Harlem road owns the tunnel, he said, but the Central leases the Harlem, subject to certain contract rights in the tunnel held by the New York, New Haven and Hartford. Mr. Franklin, he said, is manager for all three railroads from Forty-second to Fifty-second streets, but is only agent of the Harlem and Central roads north of the latter point, as far as Mott Haven.

Q. How is Mr. Franklin appointed? A. By

O. How is Mr. Franklin appointed? A. By the President of the two companies, subject of course, to the approval of the directors.

O. Who is President of the Harlem road?

A. Mr. Calloway.

Q. But the rights of the Harlem road are vested in your company, aren't they?

Ar Yes.

A. Yes.

Q. Then this appointment of Mr. Franklin is made by you and Mr. Callaway? A. Subject to the approval of the Executive Committee. I want to say that Mr. Franklin has nothing to do with the maintenance or construction of the Park avenue tunnel.

Q. Do you mean that if Mr. Franklin takes the system in the tunnel as he finds it and operated it to the best of his ability, he is doing his tott duty? A. He has many other duties.

duties.

O. But does the company consider it a part of his duty to find out if the signal system in the tunnel is the best obtainable? A. He can call for a change if he thinks it will better the system.

WE'RE ALL RESPONSIBLE FOR THE SYSTEM. WE'RE ALL RESPONSIBLE FOR THE SYSTEM.
Q. Do you think it Important that an engineer should see his signal lights? A. You ask me truestions about things with which I am not familiar. This company chooses the very best men obtainable.
Q. Well, have you ever inquired into the fitness of Mr. Franklin? A. Of course. The company inquires into the fitness of all its officials. When I became President of the railroad I saw no reason to change Mr. Franklin.

rallroad I saw no reason to change Mr. Franklin.

Q. Do you regard Mr. Wilgus, your chief engineer, as a competent man? A. Of course.
Q. Is this a general impression you have?
A. It is a fixed belief. I judge him as we judge the competency of all our men.
Q. Your knowledge of the signal system in the tunnel and its operation comes from Mr. Franklin and Mr. Wilgus, doesn't it?
A. Those five and others who are well informed. They say the system is the best in the world.
Q. Do I understand you to say that Mr. Franklin is the person responsible for the signal system in the tunnel. A. I said that Mr. Wilgus is responsible for the installation of the system and Mr. Franklin for its operation.

O. Then please tell me who is responsible for any lack of improvement? A. That depends on the character of the matter. Q. Is there any one person on whom the duty of improving the signal system devolves? A. It is the duty of all of us. It is my duty. Mr. Wigus's duty, Mr. Franklin's duty, the duty of the directors, even of the stockholders. stockholders.

Q. How have you discharged this duty you say is yours, to see that the signal system is kept abreast of the times? A. I have aiready said that we have the best signal system in the world.

CARS IMPROVED AS FAST AS POSSIBLE. Mr. Jerome wanted to know whether Mr. Newman regarded his master car builder, as a competent man. Mr. Newman said he did. His attention was called to the statement of that official on the witness stami that cars as safe as directors' cars could be built for 10 per cent. additional cost. He said this might be true. As fast as improvements were made, they were put in cars, but as new improvements were discovered every year, the latest safe-guards couldn't be in all cars all the time. As to the signals if Mr. Franklin knew a better system it was his duty to call attention to it.

tention to it.

Q. And if he knew a better system and didn't call attention to it you would hold him responsible, wouldn't you? A. Yes.

What I want to do is to get at who is responsible for things in this tunnel. You say every one is. When anything is wrong in my office I can fix the responsibility. Now, what I want to know is whether there is any duty on Mr. Franklin to keep abreast of signal improvements? A. I have nothing further to communicate on this point [laughing].

This may strike you as being funny, but there is nothing humorous about it in the opinion of the public. A. Well, I have nothing more to communicate [still laughing].

Q. No [angfily], the road doesn't seem to have even intelligence to communicate. The thing that impresses me about your road is that it has no organized system by which anybody is responsible for anything. There either is or there is not some one definitely responsible for the knowledge of signal systems in the tunnel. It is a dangerous tunnel. You have said so, and the Grand Jury has said so. Now, is there any one officer of your road responsible for keeping the tunnel signal system up to the best? A. I can only repeat that we are all responsible, stockholders and all. STEROME BAILS AT THE CENTRAL. PRIMARILY RESPONSIBLE, NEWMAN, FRANKLIN

Q. Are you responsible for keeping the EARTHQUAKE OVER WIDE AREA.

signal system in the tunnel abreast of the nonry. A. I. am with others, of course I might say that primarily Mr. Franklin, Mr. Wilgut and myself are responsible, but the responsibility goes right down to the directors and stockholders.

Q. Well, what officer is there whose duty it is to get something better in the way of a signal system? A. All of us.

Q. And there is no more definite responsibility than this you have described on any one person connected with the road? A. There is not. I have said the responsibility is primarily on Mr. Franklin, Mr. Wilgus and myself and I can say ho more.

There is not I have said the responsibility is primarrily on Mr. Franklin. Mr. Wilgus and myself and I can say no more.

Mr. Jerome I am content to leave it there if you are. Now you say that Mr. Wilgus, 56 years old, engliseer of 8,000 miles of relifered, not a graduate of a technical school, and Mr. Franklin, intely a conductor, are primarily responsible for the tunnel signal system. Will you as an experienced railroad man tell us what you regard as responsible for the accident of dan 8? A. The engineer's failure to stop at his danger signal.

O. Well, suppose he didn't see his signals?

A. Well ther, he didn't see them.

O. Do you tegard this new underground reprivates as thing which will lessen the danger?

A. There has not been a call for it before The zirgst traffic growth in the past few years has made it necessary.

SIGNAL SYSTEM ONE OF THE HEST.

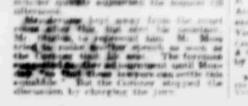
Mr. Paulding produced Transportation superintendent (maries I. Addison of the Long Island Mailroad as a signal expert. Mr. Addison admitted that he knew nothing of any signal eystem in use west of the Aleghany Mountains, but said he thought the system in the Park avenue tunnel was one of the bast over deviced. Mr. Addison didn't believe in the English system of continuous lights from the distance to the home signal hight he a good thing. Possiding Ask the witness whether excellent social have provided if the a had been plearyed by the engineer and delected most possed and

PRAISE MOSE BREAKS IN

bir Mone for Engineer Wieier began to make an address at the close of the testimory. He decisied that many points explicit mere important and which a few simple question were important and which a few simple questions would have brought out had back actioned out that a passe, and mediated the frequent and the passes of the testimate out that a passes of the testimate frequents had be been out to bis which a few and the passes of the control of the mineral decision and the approach to the engineer further and the approach to the engineer further and the passes of the manual of the approach to the state that the passes of the mineral and the passes of the first that the passes of the first that the passes of the passes that the passes the passes that the passes

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CITY CAN'T NAME TUNNEL MOTOR. PUNISH RAILROADS, SAYS HILL

Act of 1872 Takes Away Power to Order

Electricity Substituted for Steam. Corporation Counsel Rives advised the Mayor yesterday that the agreement entered into between the city and the New York and Harlem Railroad Company in January, 1832, does not at this time give the city authority to regulate the motive power to be employed in the Park avenue

The opinion reviews at great length the uccessive State and municipal measures which have been passed concerning the franchises to operate a railroad between Forty-second street and the Harlem River There is no question, the Corporation ounsel points out, that this right of regulation was exercised by the city for many years, but an act passed in 1872 gave additional power to the railroad and "authorized and directed" the use of steam north of Forty-second street.

"It seems to have been one of the pur poses of this act," Mr. Rives states, ssure the railroad company the right to operate by steam north of Forty-second street and to prevent the city from interfering with the use of that form of motive power over that portion of the company's · · It remains to be considered whether this legislation has accomplished what seems to have been intended, namely, to destroy the power of the city to deter mine, under its consent of 1832, the method of operating this part of the line of the Harlem road. However unfortunate it may be, I think the conclusion inevitable that the statute has accomplished precisely this purpose."

The decision reached by Mr. Rives makes abortive the contemplated ordinance of the Board of Aldermen providing that only electric power shall be used in the tunnel

HOW TO MAKE TUNNEL SAFE. Use Electric Power or Take the Roof Off

-Only Two Ways, Says W. H. Parsons. The State Railroad Commission continued yesterday at the Fifth Avenue Hotel its technical investigation into conditions in the Park avenue tunnel. The principal witness was William Barclay Parsons, chief engineer of the Rapid Transit Commission. Mr. Parsons said he had ex-amined about all the rapid transit tunnels in the world and that there were but two ways of eliminating danger from them. One of these ways was removing the roof and the other substituting electricity for steam as a motive power.

Mr. Parsons said that as far as signal systems were concerned, all systems had their advantages. A result which one system gave, he said, another might not give. As long as human agency played a part, it would be impossible to eliminate the chance of accident. The present signal system in the tunnel, Mr. Parsons thought, as good as any he had seen. In the course of his examination he said he had tried to get the Central railroad to consent to a plan to connect the tracks of the New York Central with those of the subway at Six-tieth street and to have a joint station, but that the road had rejected this plan. The commission examined a great many

The commission examined a great many witnesses and many suggestions as to safe signal systems were offered. William M. Folger of the lighthouse service said he thought that ground glass instead of pressed glass for lanterns would result in additional brilliancy for signals. Several signal experts thought that the present system in the tunnel was all that it should be and that any attempt to tamper with it would be dangerous. Many plans for the ventilation of the tunnel were produced and careful record of these and of all other suggestions was made.

The two newspapers which want to improve the tunnel were again represented at the hearing and there were several

prove the tunnel were again represented at the hearing and there were several clashes between them, the railroad lawyers and the commission. The newspaper which advocates the single block system had that suggested to a number of wit-nesses. They all condemned it. After hearing about twenty witnesses, the commission adjourned till Wednesday morning.

Shock St. Louis Shaken. St. Louis, Mo., Jan. 24 - Two distinctive earthquakes were felt in this city this morning. The first was noted at 4:30 o'clock and the second about 5 o'clock. For several seconds houses shook and windows and dishes were rattled. Many persons, aroused from sleep by the quake, fled from their houses. Milkmen, newspaper carriers, drivers of bread wagons and others whose duties required them to be out at this early hour were startled to see tall buildings tremble and to feel the streets awaying under them.

At Jefferson and Lucas avenues the remor was probably most marked. Pertremor was probably most marked. Persons residing there rushed into the street believing that an explosion had occurred but as it was not followed by a detonation, and the trembling soon ceased, they realized that the cause of the disturbance was an earthquake. Around North Third and Fourth streets where bucksters and market men congregate in the early morning the trembling of the earth was marked, but as it did not continue more than five seconds the alarmed people soon regained

confidence.
In Clifton Heights, Webster Groves,
Ferguson and other suburban towns the
shock was also felt. Here it is said to have shock was also felt. Here it is said to have lasted seven or eight seconds. Despatches from the east side of the river report the shock as having been felt in Hilmer's towns. Or next, Ill. Jan 24.—This city and the arrivaling country were shaken by an earthquake early this morning. The mattern was east and west and insted two minutes. No stamage of consequence was done.

for Joseph, Mo. dan 24 Early this morning a statisting tome was heard in fit describ, awakening many families into the belief that a toroids was coming it

in generally supposed to have been come entire entire electric disturbation.

Example (1975, Mo., dat. 24. What is believed to have been an earthquake alternity of the city early this institute of the city early this institute. The more count was electric and to charings transitive most was electric and to charings transitive. mend was eligible and an statistic functional Lawrencement has due to A the statistic appropriate plants, accompanied by low restatistics as a superior of the Laurencement and the state of the state of the property of Laurencement and additional to the classes. First property of Laurencement and additional to the state of the property of the proper ing and in targetty tower.

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AS HIGHWAY ROBBERS IF RATES THEY CHARGE ARE EXCESSIVE.

He Promises That Northern Securities Company Would Not Put Up Charges -Testimony Befere Commerce Commission - Harriman to Be Heard To-day

CHICAGO, Jan. 24 .- "There is as much neessity for a law to punish railroads for charging unreasonable rates as there is against highway robbery and piracy," vehemently declared James J. Hill before the Interstate Commerce Commission to-day.

For nearly three hours the venerable but vigorous President of the Great North-ern Railway and of the Northern Securities Company was on the witness stand. All the members of the Interstate Commerce Commission were present and the United States Circuit Court room was thronged with railroad officials.

The man who apparently was least interested in the testimony of Mr. Hill was H. Harriman, who is at the same time his strongest rival and ally. Beside Mr. Harriman during the session sat Charles S. Mellen, President of the Northern Pacific Railway, whose stock soared to the price of \$1,000 a share because of the fight for control of it between Hill and Harriman. Near them was seated Horace G. Burt, President of the Union Pacific, the parent road of the

Harriman system. Perhaps two-thirds of the railway officials attending the session were connected with the legal departments. Most of the others were traffic officials. Scores of persons not in the railway business came out of curiosity to see Harriman and Hill, but few of them succeeded in getting even s glimpse of them on account of the crowd

of railway men. To-morrow the commission will meet in the same place and J. J. Hill probably will continue his testimony. He will be followed by E. H. Harriman, C. S. Mellen, H. G. Burt and President Harris of the Burlington Railroad.

Darius Miller, First Vice-President of the Burlington, was the first witness before the commission to-day. He was followed by Traffic Director J. C. Stubbs of the Union and Southern Pacific. Nothing of unusual interest was brought out by their examinations. James J. Hill was the first witness called

when the commission's hearing was resumed after the recess for luncheon. In reply to the question of ex-Judge Day, Mr. Hill said he was President of the Great Northern Railroad Company, President of the Northern Securities Company and a director in the new Chicago, Burlington and Quincy Railroad Company. He said the capital of the first-mentioned company was \$125,000,000, of the Northern Securities ompany \$400,000,000, and that the capital stock of the new Burlington company

had not yet been decided upon. He answered the questions put without any hesitancy. When asked what, if anything, the North-

orn Securities Company had to do with the operation of the Great Northern and Northern Pacific Railroad companies, Mr. Hill replied with much emphasis: "It has nothing whatever to do with the operation of either company."

Regarding the Northern Securities Comnegarding the Northern Securities Company, Mr. Hill said its organization was discussed by the chief stookholders of the Great Northern as early as eight years ago and was decided upon about three years ago. He said he had held no conference with Mr. Harriman about the organization of the company before it was formed.

formed.

An interesting fact concerning the
Northern Pacific was brought out when
Mr. Hill said the owners of the company's
stock had agreed to let J. P. Morgan select

Mr. Hill denied that any inducements were held out by what are known as the Union Pacific interests to induce them to put into the Northern Securities Company the Northern Pacific stock they held

Mr Hill went into the details of the pur-ase of the old Burlington company He said that the stock was bought at \$200 As a share and that the Great Northern and Northern Pacific companies paid for the stock in joint bonds of the two companies. The amount of the bonds so issued was, Mr. Hill said, approximately \$216,000,000. The negotiation for the purchase of the business stock was carried on with the Mr. Hill said, as The negotiation Burlington stock was carried on with the Board of Directors, of that company. The directors, he said, advised the 19,000 stockholders of the Burlington company accept the offer made for the stock, and

Continuing, Mr. Hill told of the organization of the new Burlington company and said that about half its stock is owned by the Great Northern Railroad and the other half by the Northern Pacific Railroad Comarry the Northern Facilite Railroad Com-any. The earnings of the Burlington road, ir Hill said, would be applied to the pay-ent of the interest on the bonds issued a payment for the Burlington stock. "Is it true that before you purchased be Burlington you were proposing to buy-ne St. Paul road?" asked Commissioner

officer of the St. Paul road saked us buy it, but I told him we could not do it, r two reasons: It was against the law for to buy it and, secondly, it would not ye us what we wanted to acquire. We felt that it would be necessary to insure the future prosperity of the country through which the Great Northern and Burlington run, to have a line to the coal fields ran, to have a line to the coal fields of filinois and to the markets for steel and from products, connecting with the lines bringing cotton from the South This traffic, we felt, we must have to carry to the Northwest to avoid having empty cars one way in order to market the number and agricultural products of the Northwest. The purchase of the Surlington has increased the habilities of the Great Northwest and Northern and Northern Pacific companies by

ers and Serthern Facility companies by armine into has it not? "To his we have acquired an excellent immed in the Burlington." second intermediag tentionary

from of the most interesting testimony gives by Mr Hill were as to the enterer of homges to I seeight rates.

There has been no thought of increasing feeight rates by significantly competition and near the chiefs and the interesting contrastion of an enter the chiefs and the property product to man! He admits they produce the North contrast has been as proposition by the North contrast as been no proposition by the North contrast as been not proposed to about the property produces the form of the following the first property produces the form of the following the follow ronainir things to do no notice of a spitz-wise to be to train and the spitz price of the property of the property to the train of the property of the property of the property of the property of the train to the property of the train of the property of the train the property of the train of the property of the train the property of the train of the property of the

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years warse length. George G. Bragamen Broadway Cor. 36 49.

rates which will afford a fair profit. I do not believe any railroad should earn dividends of more than 7 per cent. on the money actually invested.

"Competition between the railroads does not eause a reduction in rates—in the published rates. The lowest grain rates in effect to-day in the United States are on the Great Northern, where there is no competition. Whenever a railroad company fails to realize that its best interest is to develop the interests on its own lines it should be put out of existence. We don't want anybody to think we are running railroads from philanthropic motives: it is the hard business fact that unless the people on our lines prosper we cannot do so.

"If all the rates were maintained I believe all the rates could be reduced, but because some of them are cut for the benefit of a few big shippers the rates generally are kept up. The safety of the railroads is in the law of the land; it is their only protection. The railroads therefore should not violate the law. They should be severely punished for secretly cutting rates. If there is no law now which will prevent the railroa is from making unreasonable rates, there should be as surely as there should be laws against highway robbery and piracy."

"Do you believe railway officials can be

and piracy."
"Do you believe railway officials can be compelled to maintain tariff rates and not make unreasonable rates?" asked Com-

make unreasonable rates?" asked commissioner Prouty.

"I certainly do. Railway officials have respect for authority. I believe all who are here now will be better because of the evidence they have now of the disposition of this commission to enforce the law. I am glad to come here and give any information which may assist the commission in enforcing the law."

Mr. Hill had not concluded his testimony when the commission adjourned until the commission adjourned until

TO FIGHT RAILROAD MERGER. Gov. McBride Calls on People of Wash-

ington to Enforce Their Rights. OLYMPIA, Wash., Jan. 24 .- Gov. McBride to-day issued a proclamation exposing the railroad merger under the name of the Northern Securities Company. Gov. McBride declares the community of interest idea in the operation of railroads is dangerous because of the insecurity of the individuals making it up. Such a community of interest, he says, stiffes competition, which is the only protection in this State against railroads.

The Governor declares that the people should prepare to enforce that the should prepare to enforce their rights. The State, he says, should appoint a railroad commission for the protection both of civic rights and railroad property.

HERE'S A NEW PARTY. Mr. O'Regan of Broadway Launches the National Volunteer Supreme Party.

Circulars bearing the name of William M. O'Regan of 171 Broadway, have been distributed in which a new political party is announced, which is intended to drive all of the other parties out of the business. It is the National Volunteer Supreme Party. The emblem, as printed on the circulars, shows the party as a fine, full-rigged ship ploughing through the waves on a very stormy ocean, while the "corrupt parties," depicted as a Malay craft with a lateen rig is shown in pursuit. Washington, representing Americanism; Jefferson, representing Democracy, and Lincoln, representing. Republicanism, look down calmly from the clouds, and above their heads is the motto "Something to live for, something to fight for and something to die for." A footnote of the circular explains that the merchantman represents the treasury and the Malay a pirate in pursuit of plunder. Then the

Announcement says:

Washington, Jefferson and Lincoln are the immortal leaders and ruling spirit of the Supreme Party, through which the American people shall rule, instead of the combined forces of international chambers of commerce, which are to-day and have been in the past the demois of finance and creators of famine and destitution in the midst of abundance. announcement says:

Mr. O'Regan, on one side of the emblem remarks that the party is the revival of the spirit of '76, and then devotes some space to the details of the pian by which it is to triumph. Here are a few of them:

A MIX-UP OF THEATHE TICKETS. Brooklyn Military Delegation Crowded

Into One Box at Weber & Fleids's. There was an interesting sequel to the dinner at Delmonico's on Saturday night, tendered by Deputy Fire Commissioner Laimbeer to Gen. McLeer, commander of the Second Brigade, and his staff. There

of the Second Brigade, and his staff. There were eight in the party, including Comptroller Grout. At the end of the dinner, Mr. Laimbeer announced that he had lost a pocketbook containing the tickets he had purchased for two lowers at Weber & Fields's. He explained that he had told his lose to the theatre by telephone and was informed that the party would be accommodated when it afrived.

When Mr. Laimbeer and his guests reached the theatre, however, they found that one of the boxes was already occupied and the occupants refused to surrender it saying that the tickets had been purchased at a well-known ticket agency. The military visitors then retired to the other hox, which had been secured, and which was empty. They had scarcely seated themselves when a party of mee and women empty They had scarcely scated them-solves when a party of mon and women presented themselves with the proper lickets and demanded possession. The new arrivals when the case was expiningle to them courtecomy waited their rights in compliment to the Brackeyn designation and accepted a less consuments but The mystory in the initial of the timest has

JE DOMENT FOR SOUTH

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to Land Title and Trust & supper; Taxanton, N. J., Jan. 21. Two conferred configuration associating to \$600,000 steer entered against the National Asphalt Com-Auditipate y Asserted in the Called States Abrougt Asserting in the United States of the Lagran trajet to-the state of the Lagran Tribe and Tribe and Tribe the support of the production of the trajectory of the production of

manager for Your Memory Mile. Facility clients obtained posteriory a nex-Bastroad Eutraphor to the Rogerose Filter

Mr. Mr. Boughts Street and Historia Steament ASSESSED CO. N. J. Jan. M. William ft Smith atrod 60 pages old died at Maddon Hall to-day of heart disease. He cates here above from Lairewood, suffering with a food sould a work ago. He said to

SETBACK FOR TOBACCO TRUST We Wear The

ITS NEW RIVAL GETS GREAT CUBAN CONCERNS.

Representatives Here of the Universal Company Announce the Purchase of Large Interests in the Henry Clay-Bock and the Havana Companies Limited

According to statements made yesterday by representatives of the Universa Tobacco Company, the recently organized rival of the American Tobacco Company of which J. B. Duke is President, the latter company has met with an important setback in its plans for dominating the tobacco business of the world Confirmation was given to the statements cabled from London that a large interest in the Henry Clay-Book Company and the Havana Conpani s. Limited, has been acquired by George H. Butler, brother of William H. Bt tler, President of the Universal Tobacco

Company. Gustave Bock, manager of the Henry Clay-Bock Company, met in London during the past week President Duke of the American Tobacco Company, and Mr. Butler The result of the negotiations was a victory for Mr. Butler, the controlling interest in the Book company passing to him as the representative of the interests in the Universal Tobacco Company and its ally, the Havana Commercia! Company. T. Stephens of Wilson & Stephens, 41 Wall street, whose partner, H. R. Wilson, is a director of the Universal company, said

"The Henry Clay-Bock Company has been bought by interests closely connected with the Universal Tobacco Company, as well as with the Havana Commorcial Company. The deal may ultimately result in a combination, for the Havana Commercial and the Henry Clay-Bock companies control between them the cigar and cigarette business of Cuba. Of course, in such a combination the Universal com-

and cigarette business of Cuba. Of course, in such a combination the Universal company would be heavily interested. However, what future arrangements will be made is still problematical.

"The Universal-Havana Commercial interests are working in thorough harmony with the Imperial Tobacco Company of Great Britain, which is fighting the so-called 'American invasion' of England by Mr. Duke's company—the American Tobacco Company. Over there the Imperial Company, we have heard, has secured the cooperation of Salmon & Gluckstein, whose tobacco shops are about as well known as tobacco shops are about as well known as Lipton's teas. They have 200 stores in London and the provinces, and we have

London and the provinces, and we have heard the Imperial company will try to have all the British retail tobacco shops refuse to sell the product of the American Tobacco Company.

"At any rate, there is going to be a lively fight conducted in all quarters, both here and abroad, against the American Tobacco Trust by the allied interests—the Universal Tobacco Company of America, the Imperial Tobacco Company of Great Britain, the Henry Clay-Bock Company, the Havana Companies, Ltd., and the Havana Commercial Company."

FOR AN INDUSTRIAL COURT. to Massachusetts House Unusual Provisions.

Boston, Jan. 24.-In the Massachuset House this afternoon a petition was received for the establishment of an indus-trial court, of a Chief Justice and two associates to have practically compulsory powers in the settlement of labor dispute By the terms of the bill, corporations of ten employees may make an agreement for not less than six months nor more than two years, fixing wages and other terms of employment not contrary to law, to be filed with the Industrial Court of Boston; if an agreement be signed by a corporation and three-fourths of its employees and approved by the court, no subsequent petition shall be entertained as long as said

agreement remains in force.

The Industrial court has power by the bill to fix a minimum wage for employees before the court and to enjoin the corporation from paying a lower wage for a perion not exceeding two years; to decide the maximum length of a working day; to recommend whether union or non-union agreement remains in force. men shall be employed; to make general rules subject to approval by the Supreme Court, and in general to have the powers of a court of law in the matter of summoning witnesses and enforcing its decisions. The court is not to have power to issue injunctions against workmen or com pel them to work or punish them for re-fusing to work for any cause, nor to com-

pel corporations to carry on work of any kind. No appeal from the court upon the question of the reasonableness of its decisions is permitted, but only appeals on questions of law. The bill is said to be founded upon the New Zealand Arbitra-

Sembrich and Ternina Well Again.

Mme. Sembrich has entirely recovered from her accident of Monday and will reappear at the opera on Monday night as Astraframmente in "Il Flauto Magico." Mme Teroina, who was unable to sing on Monday will positively appear to night as Einsbeth. She notified Mr. Grau yester-day that she had entirely recovered from her cold.

OBITTARY.

Jeans S. Reys, for the post ten rears a resistent of Florham Park, formerly Aften, N. J. a ho itself at his bonie in that boning ho had Tupeday was elected the first Major of Florham Park three rears no and had year was respected with hardly an opposing vote to was the son of Jeans G. Reys, and was born in New York city in 1880, where he was formerly in the dry goods togstiese. For this past fifteen years he had been a measurant facturer of paper apectadice. In Fortham Park His absencedors settled in Measurant Park His absencedors settled in Measurant Cheorge Robinson, widely known through out her york time, died in facture root the age of 80 years. He was appointed by the same that to the target of the major of the root and the post of the park the same appointed of the control of the same of the root of the same for the control of the same for work for work of the root of the same of the root of the same of the post of the pos

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Medal Overcoat

and cost us 1/3 less than they would have 60 days ago.

Several more lots of Men's \$18 8 \$20 SUITS come your way to-day

Some \$2, \$1.50 & \$1 Fine Silk Neckwear gets a quick-selling price-50c.

Hackett Carhart & Co. BROADWAY Stores: Cor. 13th St. Cor. Canal St. Near Chambers St.

AMERICAN OIL ABROAD.

Mr. Forward After Markets for Beaumo

Product-The Russian Field. Special Cable Despatch to THE SUN. LONDON, Jan. 24 .- Mr. Forward of Cleve-

land, a pioneer in the Beaumont, Tex., oil field, has arrived here from Baku, Russia. He says that the methods, machinery and antiquated ideas used in the Russian oil field are as crude as Russian oil. The Baku producers are paying Russia a royalty of seven copecks per pood of oil which can only be sold for five copecks. They are ignorant of the way of stopping the flow of oil when they want to, thereby losing largely The production of Baku is equal to that of the rest of the world. but the Beaumont field, in two years, will produce an equal quantity.

Mr. Forward, who has been studying the markets of Europe, which he intends to develop, is convinced of their immens scope. He does not propose to compete with the Standard Oil Company. He says there is room for all. The best market is Great Britain, where fuel oil can be sold largely. The British are adopting new ideas quicker than the Continental peoples. It will be harder to develop the market in Germany, where they are slow to appreciate fuel oil.

When the statement concerning the arrangement between the Shell Transport and Trading Company and Mr. Guffey was shown to him, Mr. Forward said: "We are working on the same lines as Mr. Guffey, but it would not be diplomatic to disclose the steamers we are negotiating for to carry our oil to Europe."

The shareholders of the Shell Transport and Trading Company, whose capital was £2,000,000, held a meeting to-day and decided to increase it to £3,000,000 by creating 100,000 preference shares at £10 each. This is the company which, according to recent reports, the Standard Oil Company was about to purchase with a view to getting control of the Borneo and Far Eastern oil interests of that concern.

Sir Marcus Samuel, chairman of the Shell company, was quoted about a month ago as saying that the Standard Oil Company had been anxious for a number of years to buy the company, but that previous to that time the terms offered had not been satisfactory. The report then was that the Stardard Oil Company had offered £8,000,000 for the Shell company.

LONDON TRACTION ROW. Denial That Mr. Yerkes Has Control of the District Company

Special Cable Despatch to THE SUN LONDON, Jan. 24. - The dispute between the two old underground railways has been renewed. The District company, offended by a statement in the Metropolitan's report, which has just been issued, saying that "an American syndicate has obtained issued a protest saying that although the interest of Mr. Yerkes's traction company in the District company is very large, it

is not large enough to give it control.

The Metropolitan directors have issued a counterblast, saying that that company is anxious for friendly relations with the District and other companies with which it has transactions, provided that neither its capital nor earnings are jeopardized. Re garding the traction company's offer to lease the Metropolitan road with a guarantee of the Metropolitan road with a guarantee of 31% per cent. on the ordinary capital stock, the directors say that the objections to this are as valid to-day as they were six months ago. The directors further declare that they can supply their own electric station and the necessary current, saving nearly £190,000 a year compared with Mr. Yerker's

offer
The next development apparently will
follow Mr Yerkes's arrival in London.

Fatal Explosion on a Combost

Special Cable Desputch to THE NEW Maprill, Jan 24 A report from Vigo states that an explosion on the gunboat Condor killed three men and injured nine. A large part of the deck was blown off The report does not state the nationality of the damaged vessel. There are ships that name in at least six navies.

IBSTEIN DOWN ON S PLATOONS. Fight-Hour Tour is Too Long. and Says

Maker Men Sidel Their Buty The three-platoon system, which went into operation under Tammany about any months ago, is likely to be discontinued non if Deputy Communicaer Elemin represents the views of Commissioner Partridge Major Eligibio anid penterday All the superior officers oppose it And the superior reflection opposes if I was an evident disert in the army and I store what ground closy is highly become a two long for a man to be on the fact. But is I have fake a londermy to inshe their close close in the Theory are not trees consight on the control states the existing for the control of the control

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BEDIAMONDED SHOPLIFTERS

GIVING AN ADDRESS IN JERSEY,

BUT LIVING IN 32D STREET.

Arrested at a Department Store Door After a Fuss, and One Relieved of a Roll of Silk Alleged to Be Stolen -Magistrate Called to Ball Them.

Two women who said they were Mrs. Margaret Coleman and Mrs. Nellie Stack of Orange, N. J., but later admitted that these names were fictitious, were locked up in the Tenderloin station last night charged with shoplifting. They were arrested outside of a Sixth avenue department store by the store detectives, Larkin

Larkin, so he says, saw the two women enter the store and go to a counter where a sale of silk remnants was being held. Both of the women were expensively dressed. The woman who said her name was Coleman was twice the size of her companion. The latter wore a ragian coat. Detective Larkin thought they were acting suspiciously and followed them to the counter. He says that he saw the smaller woman take a roll of silk from the counter and conceal it under her coat. The bigger woman, he says, tried to shield her by standing behind her, but was unsuccessful.
The detective followed the women to the

would like to see them. They refused to go back and he then told them that the manager would like to see them. They refused to go back and he then told them they were under arrest. At this the women became very indignant. They said it was an outrage and protested vehemently that they were innocent of taking from the store anything that they hadn't paid for. They raised such a fuss that a crowd collected and Detective Kash ran out of the store to assist Larkin. The women were finally taken back there and searched. According to Detective Larkin a roll of siik valued at \$38.55 was found under the smaller

woman's coat.

In the Tenderloin police station the woman pleaded with the detectives not to press the charge. The Coleman woman seemed more disturbed than her companies. more disturbed than her com-Detective Larkin says that on the panion. Detective Larkin says that on the way to the station both women removed several diamond rings from their fingers. several diamond rings from their fingers.

A few minutes after they were put in a cell they sent a messenger for Louis Lowenstein, a police court lawyer. After talking with the Coleman woman he fetched Magistrate Deusl and two well-dressed men. One of the latter furnished bail for the Coleman woman and reluctantly for her companion. He said he was James Aspell of \$57 West Forty-sixth street, and

Aspell of \$57 West Forty-sixth street, and gave as security property at Webster avenue and Travers street in The Bronx. The women were released in \$500 bail each.

After leaving the station the bondsman, his companion and the two women walked around the block several times. Then the two women went to 329 West Thirty-second two women went to 329 West Thirty-second street, a large apartment house, where the Coleman woman opened the front door with a key. The tenants said that she lived there, but was not known as Mrs. Coleman.

Dr. E. J. Aspell lives at 357 West Fifty-sixth street. He said last night that he had not been to the Tenderloin station to ball anybody out.

BOSTON STRIKE INJUNCTION Of Far-Reaching Character Labor Lead-

ers Resign. BOSTON, Mass., Jan. 24. The R S Brine Transportation Company secured a temporary injunction from Judge Braiey of the Superior Court this afternoon, restraining the teamsters of Drivers' Union 25 from interfering with its business by acts

of violence or by trying to induce customers not to do business with it. The company also asked that President Cox of the Allied Freight Transportation Council be enjoined from ordering a strike of the freight handless A continuance until Monday was asked. until Monday was assisted.

Judge Braiev grantes the conditional and issued a restraining parter satis Monday. Counsel for the tokens expired to the Court that the petition school for was the most far resching ever used for in the results of blasses intecht. After the notice of the injunction was selected upon the later leaders. Prescribent varied the After the better leaders, Prescribent varied the After the later leaders. Prescribent tors of the After the later leaders of the research in the resigned their offices. Prescribent tax is the only officer of the research named in the restraining orther

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